Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 428 **Const Calendar Day:** 1 **Date:** 05-Jun-2012 **Tuesday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

ITEM 60 ERECT STRUCTURAL STEEL (BRIDGE)(SADDLE):
WEST DEVIATION SADDLES HOUSING COVER PLATES:

There is some work on the saddle housing cover plates today when the ironworkers at W2 are not working on the Hinge K CCO 216 falsework. The ironworker crew at Hinge K is foreman Jim Benninghove, Mike Draper, Ryan Nash, Tony Miranda, and Jonathan Canites. Previously with this ironworker crew, Ryan Evanchik is working on north mainspan suspender erection today and Rigo Garcia is working on south side span suspender erection today. The Hinge K CCO 216 falsework is inspected by others.

First thing in the morning, before being too busy on the Hinge K CCO 216 falsework, ironworkers Benninghove, Mike Draper, Ryan Nash, Tony Miranda, and Jonathan Canites are at the WDS-S upper housing plates to finish the bolting operation. All 5 ironworkers are on this operation until about 0730, and then with the arrival a truck with falsework materials, only Mike Draper and Tony Miranda remain on the WDS-S upper housing plates bolting. By mid-morning, all bolting is done on the WDS-S upper housing plates, but cleanup remains. Cleanup of the equipment and materials from the WDS-S upper housing plates happens later in the afternoon when some ironworkers are freed up from the Hinge K CCO 216 falsework operations.

The WDS-S upper housing bolting includes using die grinders to correct hole misalignments between the saddle and the housing plates. Note that these housing plate to saddle bolt connections are not high strength bolt connections - stainless steel cap screws are used at a sealing spacing requirement with a sealing strip of neoprene between the saddle and the plates (what would be the faying surface in a high strength bolt connection). Also included in today's work is drilling and tapping 2 holes. One hole is a CCO 185 location along the saddle base plate that was not drilled previously - it is a location where a 1/2" diameter grout pad falsework hole has to be drilled out and tapped for an M16 bolt, but this was not done previously because CCC did paint repair in this area before the hole was drilled out and the exact hole location cannot be identified with the paint over the location. The second location that needs to be drilled and tapped today is where there is a significant misalignment between the saddle hole in a rib and the housing plate - it was previously decided to abandon the drilled and tapped hole in the saddle rib and drill and tap a new hole in saddle rib, but that hole was not drilled and tapped prior to erecting the plates.

The following ABF ironworker operations on the W2 saddles remain after today's work:
>WDS-N, WDS-S, and WJS tie rods have not been stressed yet. ABF has stressing equipment on order, and it is scheduled to arrive around the end of June, so that these rods can be stressed before load transfer, as required.
>WDS-N and WDS-S trough face housing plates - some plate washers are needed where slotted holes are

not covered by the fender washers. ABF is waiting for a final count of the number of plate washers that are needed and will order the material when they have a final count including the WJS.
>WJS trough face housing plates are not erected. The plates are on site and ready to be erected, but ABF is not doing this work today, with the ironworkers busy on other operations.
>WJS upper housing plates are on site but cannot be erected until after load transfer. The plates interfere with the jacking saddle vertical hanging supports that will continue to support the saddle/frame through the end of load transfer. Also, the plates prevent access to the bolts that connect the saddle to the frame and need to be tightened after load transfer.

CCO 185 WEST DEVIATION SADDLES HOUSING COVER PLATES:

The WDS-S upper housing bolting is partially CCO 185 work. Bolting at the saddle base plate is CCO work because of the addition of these bolts. Today's work includes ironworkers Benninghove, Mike Draper, Ryan Nash, Tony Miranda, and Jonathan Canites for portions of the day. Most of the work bolting up the WDS-S upper housing is item work but a portion of it is CCO 185 work. No Extra Work Order is received from ABF for this limited work today.

CCO 96 SPARE PARTS STORAGE YARD:

Katherine Quillin of ABF calls me about 1430 to discuss the upcoming CCO 96 work. The arrival and offloading of the fourth of four spare HPB fuses (OIW fuse coming from Lubrite because of CCO 153 test fit) is scheduled for Thursday 6/7/2012. The spare HPB fuse will be offloaded and stored in the Caltrans spare parts storage yard down Burma Road. Katherine asks about also moving 2 OBG deck panels from the Pier 7 area south of the warehouse to the Caltrans spare parts storage yard down Burma Road. ABF wants to move the panels now because they will have a crane available for unloading the spare HPB fuse and it can also unload the 2 deck panels in the same area (the Whirley crane at the Pier 7 yard can load the 2 deck panels onto a truck). Katherine describes the panels as about 5' x 30' stacked on top of each other. Later in the day, I measure the panels at 6'1" x 37'9" x 14". I tell her that I will check with others and we will get back to her tomorrow about whether we want to do this or not. For now, she will order/reserve a rental truck for Thursday for moving the 2 deck panels - she can cancel the truck tomorrow if we do not want to move the 2 deck panels.